FOR MYSORE STATE

50.

HOME (195 3) Department.

R. SERIES.

G.O. NO.	418
Dated	9-2-1953.

Passed

[Despatch Abstract.]

From

The West Coast Industrial & Commercial Syndicate,Ltd.,
UDIPI, S.K.

To

The Honourable Transport Minister
MADRAS.

Sir,

We beg to submit the following facts to your kind consideration and favourable orders.

We are Bus Transport Service Owners. We are granted a Permit in 1951 to run a Bus from Mangalore to Coondapur via Karkala and Someshwar. The distance covered up is 90 miles, so we are allowed to run our service on alternate days only. That is the bus leaves Mangalore in the morning at 6 and reaches Coondapur at 11.30 A.M. and does not return to Mangalore the same day; it starts for Mangalore the next day only. This creates lot of confusion to the travelling public and also to us. We applied for a Round Trip because of the above-mentioned inconvenience and also to cover up the requisite mileage.

The Regional Transport Authority instead of granting us a Round Trip was pleased to grant us to run Cut Trips. So now we are running Cut Trips from Mangalore to Karkala and return and another Cut Trip from Coondapur to Someshwar and return. We are running these Cut-Trips at a very heavy loss. We are a small Bus Operators with only three permits, out of which one is a Fair Weather Route. So, we are running our concern at a great loss.

Postal Authorities have asked us whether we are willing to carry the Mails from Mangalore to Coondapur via Karkala and Someshwar, and we have replied to them that we are quite willing to carry the Mails if we are allowed to run our service up and down (that is one Round Trip). Otherwise we conveniently cannot carry the Mails as one day somebody has to carry the Mails.

2

Under these circumstances, we pray that we may be allowed to run the service up and down as stated herein. B

Yours faithfully,

Udipi, (S.K.)
22-11-1952.

I Raghuram Shetty

Managing Director.

Issue today 16/12/52 11.30 a.m

Home dept

Endt. No. 229461/TIII/52.2 dated 16-12-52

Referred to the Secretary, CRTBd. for remarks parawise to be sent with the connected records not later than 2.1.53.

15/12/52 15/12/52

16/12/52

Copied (wpc.) HBK 16.12.52

To the Secy., CRTBd (with copy of Pr 1-2 above)

To the RTO, Mangalore (with copy of Pr 1-2 above)

(R.D. 3.1.53).

C.No.229461 Tr.II/52.

3

HOME DEPARTMENT

Memo No. 229461 Tr II /52-1 Dated 13/12/52

M.Vs. - Stage carriages - R.T.A.South Kanara - Route Mangalore to Coondapur via Karkal and Someshwar - Grant of one addl. round trip.

H-1-2

Ref: From the West Coast Industrial and Commercial Syndicate, Ltd., Udipi, petition, d/23-11-52.

**

The petitioner should refer to the relevant provision in ~~under~~ the Motor Vehicles Act, 1939 or the rules thereunder under which the petition is preferred. He ~~they~~ should also enclose a treasury receipt for the appropriate fee, together with the original or a certified copy of the order of the transport authority against which the petition is preferred, if the petition

p.t.o

3x4

is to be considered by Govt. as a review petition.

12.12.52 12/12/52

13/12/52

To the Managing Director
To the West Coast Industrial and Commercial Syndicate Ltd., Udipi, South Kanara district.

ON the draft above may issue. However of H(IT)'s order on p 1 cf, a copy may also be obtained from the CBR Bd.

13/12/52

2.1.53
(R.D. ~~12.52~~)

ADS, 13/12/52

Draft cust on p 2 ante is submd for approval.

15/12/52 15/12/52

16/12/52

TRANSPORT DEPARTMENT.

From

K. Hyder Ali Khan, M.A,LL.B,
Regional Transport Officer,
M A N G A L O R E-2.

To

The Secretary,
Central Road Traffic Board,
Egmore, M A D R A S-8.

No. 9832/52-A, dated 23.12.52.

Sir,

Subject:- Motor Vehicles - Stage Carriage - West Coast Industrial and Commercial Syndicate, Ltd., Udipi - Facilities to transport mail.

Ref:- Govt. Endt. No.129461, Transport II-52-2. dated 16.12.52.

Stage Carriage MDX 1967 of West Coast Industrial and Commercial Syndicate, Udipi is covered by a permit to run one single trip from Mangalore to Coondapur and from Coondapur to Mangalore on alternative days. The distance of the route is 90 miles. On account of the restriction of daily mileage to a maximum of 160 miles imposed in G.O.Ms. No.2018-Home Department dated 22.5.51, the same vehicle has not been allowed a round trip on the route, which if granted would amount to a daily mileage of 180. To overcome the difficulty of the passengers on the route, the continuity of service is maintained by another operator, Lisquith Motor Service, with their bus MDX 1842. Thus on the day West Coast Industrial Service runs from Mangalore to Coondapur, Lisquith Service will run in the opposite direction, viz. from Coondapur to Mangalore. The next day, When West Coast Industrials runs from Coondapur to Mangalore, Lisquith's service will run from Mangalore to Coondapur. To make up the total permissible, daily mileage to the maximum possible, the services are allowed cut trips on the route between Coondapur and Someshwar on one end, and between Mangalore and Karkal on the other end. Thus the total mileage now covered by each bus is 156miles a day.

From the penultimate paragraph of the petition it is seen that the petitioner had agreed with the postal authorites to carry the mail if they are allowed to run one round trip each day. For this, the restrictions imposed in G.O.Ms.No. 2018 Home dated 22.5.51 has to be relaxed in the case of the operator. But even if the rule is relaxed there is no guarantee that the petitioner can carry out the contract, because he has no spare buses to be put on the route in case where there is a break down of the route bus. There is no reason to relax the rule in the case of one operator only, merely because he happens to take up a contract to carry mails. The other operator is equally entitled to get the benefits of the relaxation of the rules, if it is intended to be done.

At present, mail from Mangalore to Coondapur is conveyed by the Canara Public Conveyance Co. Ltd., Mangalore via Udipi. The delay is not more than 2 hours. If the postal authorities consider the delay too long, they can arrange with the existing contractors to convey the mail via Someshwar, in which case, the mail bags will have to be transferred from one bus to another bus at Karkal. They can even arrange with some operators to run a Delivery Van conveying Mail only

If these suggestions are impracticable, the G.C. may be pleased to relax in the case of between the two operators running one Mangalore-Coondapur route, regarding the total daily mileage.

My office file L.Dis.6973/52 dated 16.12.52 in which the petitioner had requested the Transport Commissioner for permission to run the round trips on Mangalore-Coondapur route is submitted.

DESPATCHED
24 DEC 1952

24/12/52

Regional Transport Officer,
Mangalore.

to: The Secretary, the Government Department.

KH/[illegible]

6

Home Dept

Subd. for perusal of the RTO's report on ps ante. The remarks of the Central Bd. and the reply of the Petr. to the memo. on pp 3-4 ante may be awaited.
(N.R.D. 2-1-53)

30/12/52 30/XII/52

30/12/52

7

C.F. 32—10,59,181—3-11-49.

	Department	Received	Registered
From (Name)	Janab Syed Ahmed, I.A.S.,	To	
Designation	Secretary, Central Road Traffic Board,		
Station	Egmore, Madras.	The Secretary to Government, Home Department, Madras. (with encl.)	

Enclosures: L.Dis. No. 63497/52F1. dated 31-12-52. 195

Sir,

Sub: Motor Vehicles - Stage Carriages - West Coast Industrial and Commercial Syndicate Ltd. Udipi - Facilities to Transport mail.

Ref: Government Endt.No.229461/Tr.II/52-2 Home d/16-12-52.

The Central Board submits herewith a copy of letter R.No. 9832/52 A dated 23-12-52 received from the Regional Transport Officer, Mangalore together with the Regional Transport Officer's office file M.Dis.6973/52 d/16-12-52.

for Secretary.

SS/31/12/

Copy of letter No.9832/52-A dated 23-12-52 from the Regional Transport Officer, Mangalore, to the Secretary, C.R.T.B.Madras.

Sub: Motor Vehicles - Stage Carriages - West Coast Industrial and Commercial Syndicate Ltd. Udipi - facilities to transport mail.

Ref: Govt.Endt.No.229461/Tr.II/52-2 d/16-12-52.

Stage Carriage MDX 1967 of West Coast Industrial and Commercial Syyddicate Udipi is covered by a permit to run one single trip from Mangalore to Coondapur and from Coondapur to Mangalore on alternative days. The distance of the route is 90 miles. On account of the restriction of daily mileage to a maximum of 160 miles imposed in G.O.Ms.No.2018 Home Deptl d/22-5-51, the same vehicle has not been allowed a round trip on the route, which if granted would amount to a daily mileage of 180. To overcome the difficulty of the passengers on the route, the continuity of service is maintained by another operator, Misquith Motor Service with their bus MDX-1842. Thus on the day West Coast Coast Industrial Service runs from Mangalore to Coondapur Misquith Service will run in the opposite direction, viz. from Coondapur to Mangalore. The next day, when West Coast Industrials runs from Gondapur to Mangalore, Misquith's Service will run from Mangalore to Gondapur. To make up the total permissible, daily mileage to the maximum possible, the services are allowed out trips on the route between Coondapur and Someshwar on one end, and between Mangalore and Karkal on the other end. Thus the total mileage now covered by each bus is 156 miles a day.

From the penultimate paragraph of the petition it is seen that the petitioner had agreed with the Postal authorities to carry the mail if they are allowed to run one round trip each day. For this, the restrictions imposed in G.O.Ms.No.2018 Home dated 22-5-51 has to be relaxed in the case of the operator. But even if the rule is relaxed, there is no guarantee that the petitioner can carry out the contract.because he has no spare buses to be put on the route in case there is a break down

p.t.o.

8

-2-

of the route bus. There is no reason to relax the rule in the case of one operator only, merely because he happens to take up a contract to carry mails. The other operator is equally entitled to get the benefits of the relaxation of the rules. if it intended to be done.

At present, mail from Mangalore to Coondapur is conveyed by the Canara Public Conveyance Co. Ltd. Mangalore via Udipi. The delay is not more than 2 hours. If the Postal authorities consider this delay too long, they can arrange with the existing contractors to convey the mail via Soneshwar, in which case, the mail bags will have to be transferred from one bus to another at Karkal. They can even arrange with some operators to run a Delivery van conveying Mail only.

If these suggestions are impracticable, the G.O. may be relaxed in the case of the two operators running on Mangalore Coondapur route regarding the total daily mileage.

My office file L.Dis.6973/52 dated 16-12-52 in which the petitioner had requested the Transport Commissioner for permission to run the round trips Mangalore-Coondapur route is submitted.

/true copy/

for Secretary.

Issue Memo 12.1.53 11/30 A.M.

9

Home Department

(C.No.229461 Tr.II/52)

Memo No. 229461 Tr. II/52-3 dated 12.1.53

M.Vs. - Stage Carriages - R.T.A. South Kanara - Route Mangalore to Coondapur via Karkal and Someshwar - Grant of one addl. round trip.

Ref: Memo No. 229461 Tr. II/52-1 d/13.12.52

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The petitioners are informed that if the reply to the memo. cited (copy enclosed) is not received before 20.1.53 it will be presumed that they are not prepared to pay the requisite fee and to send the order of the transport authority against which the petition is preferred to Govt.

10.1.53. 10.1.53.

12/1/53

To

The Managing Director,
The West Coast Industrial & Commercial Syndicate, Ltd., Udipi, South Kanara District.
(with copy of pp.-3-4 cf.) by regd. post.

~~(R.D.-17.1.53)~~

22 9 61

BEFORE THE SECRETARY TO THE GOVERNMENT
HOME DEPARTMENT,
MADRAS.

Messrs. The [illegible] Coast Industrial &)
Commercial Syndicate Ltd., Udipi.) ... Petitioners

The Secretary, Central Road Traffic) Counter-
Board, Madras.) ... Petitioner.

11389 19/12/52

We beg to submit our Appeal (against the Order Endt. N. Dis. 61313/52-F1 dated 9--12--1952 of the C.R.T.B.

That the Petitioners beg to state that they started the service on the route Mangalore to Coondapoor via Karkal and Someshwar in February 1951 as per pacca stage carriage permit granted by the Regional Transport Authority of South Kanara.

The Petitioners maintained only 90 miles per day for two months since they started the service. Further the Petitioners has been granted timings to ply their vehicle 156 miles i.e., Mangalore to Coondapoor one single trip and Coondapoor to Someshwar one round trip at the northern end and Coondapoor to Mangalore one single trip and Mangalore to Karkal one round trip at the southern end, i.e., 156 miles on alterate days.

The above service is unremunerative and on account of heavy expenditure, the Petitioners had applied for the grant of Mangalcre to Coondapoor via Karkal and Someshwar one round trip in their previous Petition to The Central Road Traffic Board, Madras, who rejected the said request as the stage carriage has to maintain 180 miles per day which is beyond his control.

Further the Petitioners submit that they are

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a small Operators and baring this route the Petitioners have got only one other route which is a fair weather route (running the service only seven months in a year).

Under these circumstances the Petitioners prays that they may be granted to run their vehicle one round trip per day Mangalore to Coondapur via Karkal and Someshwar.

Udipi, S.K.)
17- 1- 1953.)

J. S. Upadhyaya
Managing Director.
For The West Coast Industrial &
Commercial Syndicate, Ltd.
PETITIONERS.

Enclos:-

(1) Original Order of the C.R.T.B.

(2) Challan Receipt No.875 for Rs.50/-.

T. & A. I.

Provincial. / Central.

(For instructions see reverse.)

ORIGINAL

Chalan for payment of money into the Huzur Treasury / Sub-Treasury at Madras.

P

No. 6615

CANCELLED 20 JAN 1923

By whom paid and name and address of the person on whose behalf money is paid.	On what account, with authority if any and head of account	Amount.	Monthly consecutive number assigned to the credit in the day-book.
M/s. West Coast Industrial & Commercial Syndicate Ltd. Madras.	Fee for appealing against the order of C.R.T.B. Madras	Rs. 50 A. - P. -	No. - Month. -
Date 15-1-23	Total (in words and figures)	50 - -	

Signature of Applicant [illegible] Ramanadha Sastri

Received Rupees (50) Fifty only

Huzur Treasury — Entered.

Sub-Treasury — Entered.

The 15-1-1923

Signature of Treasurer. Signature of English Head Accountant. Signature of Treasury Officer. Taluk Head Accountant or Sarishtadar.

Head of account should be filled in by the Departmental Officer or Treasury. [P.T.O.

14

INSTRUCTIONS.

T. & A. 1 (b).

ಅನುಜ್ಞೆಗಳು.

"The receipt is not valid or binding on the Government unless—

I. In the case of payments in Huzur Treasuries it is signed (1) by the Huzur Treasurer and (2) by the English Head Accountant when the amount is under Rs. 500 and also (3) by the Treasury Deputy Collector when the amount is Rs. 500 or more.

II. And in the case of payment in Sub-Treasuries, (1) by the Shroff and (2) by the Taluk Head Accountant or Taluk Sarishtadar."

III. Receipts for cash or cheques paid for service stamps should be given in M.T.C, Form 5-A (T. & A. 85).

"I. ಹಜೂರ್ ಖಜಾನೆಗಳಲ್ಲಿ ಮಾಡಿದ ಪಾವತಿಗಳ ಸಂಗತಿಯಲ್ಲಿ, (1) ಹಜೂರ್ ಟ್ರೆಜರರಿಂದ ಮತ್ತು (2) ಕೊಟ್ಟಲಗು 500 ರೂಪಾಯಿಗಿಂತ ಕಡಿಮೆಯಿರುವಲ್ಲಿ ಇಂಗ್ಲೀಷ್ ಹೆಡ್ ಅಕೌಂಟೆಂಟಿನಿಂದ ಮತ್ತು, (3) ಮೊಬಲಗು 500 ರೂಪಾಯಿ - ಯಾ - ಅದಕ್ಕೆ ಮೀರಿ ಇರುವಲ್ಲಿ ಟ್ರೆಸರಿ ಡಿಪ್ಯೂಟಿ ಕಲೆಕ್ಟರಿಂದ ಸಹ ದಸ್ಕತು ಮಾಡಲ್ಪಟ್ಟಿರೇನೆ ವಿನಾ,

II. ಸಬ್ ಟ್ರೆಜರಿಗಳಲ್ಲಿ ಮಾಡಿದ ಪಾವತಿಗಳ ಸಂಗತಿಯಲ್ಲಿ (1) ಶರಾಫನಿಂದಲೂ, (2) ತಾಲೂಕು ಹೆಡ್ ಅಕೌಂಟೆಂಟ್ - ಯಾ - ತಾಲೂಕು ಶಿರಸ್ತೆದಾರರಿಂದಲೂ ದಸ್ಕತು ಮಾಡಲ್ಪಟ್ಟಿರೇನೆ ವಿನಾ,

ಈ ರಸೀದಿಯು ಸಾಧುವಾದುದಾಗಿ - ಯಾ - ಗವರ್ನ್‌ಮೆಂಟಿನವರನ್ನು ಬದ್ಧವಡಿಸುವಂಥದಾಗಿ ಇರುವುದಿಲ್ಲ."

III. ಸರ್ವಿಸ್ ಸ್ಟ್ಯಾಂಪ್ಸುಗಳಿಗಾಗಿ ಪಾವತಿಮಾಡಿದ ಸಗದು - ಯಾ - ಚೆಕ್ಕುಗಳಬಗೆ ರಸೀದಿಗಳನ್ನು M.T.C. ಫಾರ್ಮ್ 5-A. (T. - & - A. 85) ರಲ್ಲಿ ಕೊಡತಕ್ಕದ್ದು.

PROCEEDINGS OF THE REGIONAL TRANSPORT OFFICER, M A N G A L O R E

15

K. HYDER ALI KHAN, M.A., LL.B.

L.Dis. 6973/52 Dated: 16.12.52

Sub. Motor Vehicles - Stage Carriages - Mangalore-Karkal-Someshwar Second pur services - Grant of round trips to carry mails Petition

Ref: 1. Petition d/ 4.9.5 of Misquith MotorService, Mangalore recd. with Dist. Magistrate's M.Dis.6973/52 d/ 28.9.52

2. Petition d/ 22.11.52 of M/s. West Coast Industrial & Commercial Syndicate Ltd., Udipi with C.R.T.B's Endt. No. Dis. 61313/52.F1 dated 9.12.1952

The petitioners are informed that under the present rules, increase in of miles beyond 460 miles a day for a single bus cannot be done.

sd/ K. Hyder Ali Khan
Regional Transport Officer, Mangalore

Forwarded/by order

P. N 16/12/52
Head Clerk

To
M/s. Misquith Motor Service, Mangalore
West Coast Industrial & Commercial Syndicate Ltd., Udipi

ALP/16.12
16/12

C.No.229461-Tr.II/52.

Home (Tr.II) department.

G.O.R.No. 418 dated 9.2.53.

M.Vs. - Stage carriages - R.T.A., South Kanara - Route Mangalore to Coondapoor via Karkal and Someshwar - Grant of one round trip refused by Secy., R.T.A. - Revision petition to Govt. - Rejected.

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Read: (1) From the West Coast Industrial & Commercial Syndicate Ltd., Udipi, petition, d/22.11.52 and revision petition dated 17.1.1953.

(2) From the Secy., C.R.T.Bd., L.Dis.No.63497/52-F1, dated 31.12.52.

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ORDER:

Stage carriage No.MDX 1967 of the West Coast Industrial & Commercial Syndicate, Udipi, is covered by a permit to run one single trip from Mangalore to Coondapoor and from Coondapoor to Mangalore on alternate days. The distance of the route is 90 miles. On account of the restriction of daily mileage to a maximum of 160 miles imposed in G.O.Ms.No.2018, Home, dated 22.5.1951, the vehicle has not been allowed a round trip on the route which, if granted, would amount to a daily mileage of 180. To make up the total permissible daily mileage to the maximum extent possible, the petr's bus is allowed 'cut' trips on the route between Coondapoor and Someshwar on one end of the route in question and between Mangalore and Karkal on the other end. Thus the total mileage now covered by the petr's bus is 156 miles a day.

2. The petrs. applied to the R.T.A., South Kanara, for grant of one round trip in respect of their bus MDX 1967 to facilitate transport of mails as they have agreed to the carrying of mails subject to the condition that their bus is allowed to ply one round trip on the route in question. The Secy., R.T.A., South Kanara, in his proceedings, L.Dis. No.6973/52, dated 16.12.1952 rejected their request. Against this order the petrs. have come up to the Govt.in revision.

3. The petrs' request is to allow their bus to run 180 miles a day whereas the maximum daily mileage prescribed by Govt. is 160. The R.T.O. has stated that at present, mail

from Mangalore to Coondapoor is conveyed by the Canara Public Conveyance Co., Ltd.,,Mangalore via Udipi, that the delay is not more than 2 hours and that if the Postal authorities consider this delay too long, they can arrange with the existing contractors to convey the mail via Someshwar, in which case, the mail bags will have to be transferred from one bus to another at Karkal. It is stated that the Postal authorities can even arrange with some other operators to run a delivery van to convey ~~the Mail~~ mail only.

4. The grant of the petr's request would involve ~~the~~ relaxation of the condition prescribed in G.O.Ms.No.2018, Home, dated 22.5.1951. Even if this condition is relaxed, there is no guarantee that the petr. can carry out the mail contract because he has no spare buses to be put on the route in ~~case there is~~ the event of a break-down of the route bus. ~~There is~~ no reason to relax the ~~rule~~ in the case of one operator ~~only~~ merely because he ~~happens~~ wants to take up a contract to carry mails. ~~Govt. are not convinced mfxthaxrxxx that the petr. has made out a case for relaxation of the above condition in his favour. The revision petition dated 17.1.53 against the order of the Secy., R.T.A., South-Kanara, d/16.12.52 received by Govt. on 19.1.1953 is also time-barred.~~ The Governor of Madras therefore declines to interfere.

To the Secy., C.R.T.Bd.
R.T.O., Mangalore (with records at (H) by regd.post
West Coast Industrial & Commercial Syindicate Ltd.
Udipi

Copy for s.f.

Home Department

C.No.229461 Tr.II/52

M.Vs. Stage Carriages - R.T.A., South Kanara - Route Mangalore to Coondapoor via Karkal and Someshwar - Grant of one addl. round trip.

From the West Coast Industrial and Commercial Syndicate Ltd., Udipi, petition, dated 22.11.52.
(Issued as Memo No.229461 Tr. II/52-1, Home d/13.12.52)
(Issued as Endt. No. 229461-Tr.II/52-2, Home, d/16.12.52)

Abstract of the case.

District: South Kanara

Route: Mangalore to Coondapoor via Karkal and Someshwar.

R.T.A's order: Granted cut trips on the route instead of one round trip.

C.R.T.Bd.'s order: Nil.

Petition before Govt.: From the West Coast Commercial and Industrial Syndicate Ltd., Udipi to allow their bus one round trip on the route in question.

Extract of the minute of M. (I. & L.) on p. 1 c.f.

To
D.S., Home

put up pps.

U.K. Rau,
8.12.52.

From the Secy., C.R.T. Bd., No. L.Dis.63497/52-F1., dated 31.12.1952.

In their petition at pp.1-2 c.f., the West Coast Industrial and Commercial Syndicate have requested that they may be allowed to ply their bus MDX 1967 one round trip daily between Mangalore to Coondapoor via Karkal and Someshwar, instead of the existing single trip on that route. They were asked to refer to the relevant provision of the M.V. Act or the M.V. Rules under which the petition is preferred and to enclose the challan for the appropriate fee and the order of the R.T.A. against which the petition is preferred. They have not sent their reply so far. They may be reminded. The draft submitted is for approval.

2.-With reference to the orders of M (I & L) ~~exhibited~~ extracted on p1. above, please see the report of the R.T.O., Mangalore and the C.R.T. Bd. at pp. 7-8 c.f.

Stage Carriage MDX 1967 of the West Coast Industrial and Commercial Syndicate, Udipi, is covered by a permit to run one single trip from Mangalore to Coondapur and from Coondapur to Mangalore on alternate days. The distance of the route is 90 miles. On account of the restriction of daily mileage to a maximum of 160 miles imposed in G.O. Ms. No. 2018, Home, dated 22.5.51, the vehicle has not been allowed a round trip on the route which, if granted, would amount to a daily mileage of 180. To overcome the difficulty of the passengers on the route the continuity of service is maintained by another operator, Messrs. Misquith Motor Service, with their bus MDX 1842. Thus on the day the West Coast Industrial and Commercial Syndicate's bus runs from Mangalore to Coondapur, the bus of Messrs. Misquith Motor Service will run in the opposite direction, viz., from Coondapur to Mangalore. The next day, when the West Coast Industrial and Commercial Syndicate's bus runs from Coondapur to Mangalore, the bus of Messrs. Misquith Motor Service will run from Mangalore to Coondapur. To make up the total permissible daily mileage to the maximum possible, both the services are allowed two trips on the route between Coondapur and Someshwar on one end, and between Mangalore and Karkal on the other end. Thus the total mileage now covered by each bus is 156 miles a day.

cf A, p7 ~~g~~ (Q)

3. Messrs. Misquith Motor Service came up to the Govt. in March 1952 with a request to allow them to ply their bus from Mangalore to Coondapur and vice versa on each day which will amount to their bus doing 180 miles per day, far in excess of the maximum prescribed in the G.O. at Q This request was refused. Please see p. 21 c.f. of (W.) The other operator on the route (the petrs. herein) approached the R.T.O. with the request to ~~enhance~~ enhance their daily mileage

H1-3 ~~g~~ 8 (W)

and the R.T.O. rejected it - Please see p. 15 of the records at H.

4. The petitioners have stated that the postal authorities have asked them whether they are willing to carry mails from Mangalore to Coondapur via Karkal and Someshwar and that they have replied to the postal authorities that they are willing to carry the mails if they are allowed one round trip on the route in question. The R.T.O. has stated that to allow the petrs. to carry postal mail, the restrictions imposed in the G.O. at Q will have to be relaxed, that even on such relaxation, there is no gurantee that the petr. can carry out the contract because he has no spare buses to be put on the route in case there is a break down on the route bus and that there is no reason to relax the rule in the case of one operator only, merely because he happens to take up a contract to carry mails. It is stated that the other operator is equally entitled to get the benefits of the relaxation of the rules if it is intended to be done.

The R.T.O. has stated that at present, mail from Mangalore to Coondapur is conveyed by the Canara Public Conveyance Co., Ltd., Mangalore via Udipi, that the delay is not more than 2 hours and that if the postal authorities consider this delay too long, they can arrange with the existing contractors to convey the mail via Someshwar, in which case, the mail bags will have to be transferred from one bus to another at Karkal.and that they can even arrange with some operators to run a delivery van conveying mail only. He has also stated that if these suggestions are impracticable, the G.O. may be relaxed in the case of the two operators plying their buses on the route Mangalore to Coondapoor.

It is not stated in the R.T.O's report whether any complaint has been received from the postal authorities regarding the delay in the delivery of mail. In the circumstances ~~no~~ no action seems called for with reference to the suggestion of the R.T.O. referred to at R/above. For orders.

5. The file may be circulated to M (I & L)

10-1-53. 10.1.53

The petitioners request is to allow their buses to run 180 miles a day; whereas the maximum mileage prescribed by Govt is 160 A similar request from another operator, operating on the same route has been rejected. Therefore the present request may also be rejected.

If it is considered desirable to grant the request of the petitioners, there are fairness the other operator may also have to be granted his request, relaxing the Govt's general instructions. This may create an undesirable precedent, especially in the South Kanara dt.

May be rejected after a reply is received to the memo on p 9 cf.

PBShetty
2-1-53

JS. L.O. file 20-1-53

VBrao
13/1/53.

up A n p1 cf & B. p2 cf ✓ (Q)

p p21 cf 17 (W)

X

Ø (Q)

From the West Coast Industrial & Commercial Syndicate, Udipi, revision petition; dated 17.1.53. pp 11-12 cf

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Notes from p.1 above may be perused. The West Coast Industrial & Commercial Syndicate were asked to refer to the relevant provision in the M.V.Act under which their petition on pp.1-2 c.f. was preferred to the Govt. and in spite of a reminder issued on 12.1.53, they have not sent any reply. They have however preferred a separate revision pp3-4 cf

p9 cf

pp 11-12 cf.

petition against the orders of the R.T.O., Mangalore refusing to grant their request for ~~an addl.~~ one round trip daily between ~~from~~ Mangalore to Coondapoor which is the subject-matter of this file. The petition is time-barred as it should have been presented on or before the 17th January 1953. On merits also, the petrs. request does not deserve any consideration. Please see the notes of Asst.Secy. on p.4 above.

May be circulated to M.(I. & L.) for orders on 'X' on p.4 above and whether the revision petition at pp.11-12 c.f. may be rejected as time-barred.

21.1.53 22.1.53.

22-1-53

SECRETARY TO GOVERNMENT 28 JAN 1953 HOME DEPARTMENT

The petitioners Bus is now doing 156 miles a day. The petition may be rejected.

22-1-53

Petition Rejected

24/1/53

JOINT SECRETARY TO GOVT. 28 JAN 1953

Draft order submitted. Put up a draft order on merits

31/1/53.

31-1-53

ADDITIONAL ASST. SECRETARY TO GOVERNMENT 28 JAN 1953 HOME DEPARTMENT

Revised draft order subd.

3/2/53 4/2/53

May issue

7/2/53

(Issued as Govt. R.No. 418, Home, dt. 9.2.53)